Industry Day – Madrid, Spain

Border Delivery Group

18 July 2019

HM Government

Event Overview & Objectives

Stella Jarvis – Director, Border Delivery Group

Heather Jones – Deputy Director, Border Deliver Group, SouthEast & Europe

Plan for the day

1. **Planning assumptions and trader readiness**
2. **Details on the four key processes from HMG Departments:**
   - Customs applications & requirements
   - Food, animals, plants and other controlled goods
   - Transport requirements
   - Product conformity and standards
3. **Comms plan and next steps**
4. **Infrastructure at the short straits – external stakeholder panel**
   - Eurotunnel
   - DFDS Ferries
   - P&O Ferries
   - Brittany Ferries
5. **Presentations by Spanish Officials**

UK Brexit position as at 18 July 2019

- New PM to be announced 23 July
- Theresa May stands down on 24 July and new PM takes office.
- Parliamentary recess begins on 25th July 2019.
- UK Government is focused on reaching a Deal that can command the support of Parliament so that the UK can leave the EU with a Deal in an orderly way on 31 October 2019.
- Until we have a Deal, the default position is that we leave with 'No Deal' on 31 October 2019.

Event overview - Types of freight traffic

Today's Industry Day will cover three types of freight traffic:

1. Freight to / from Spain / EU using the Short Straits.
2. Freight to / from Spain / EU using the western Channel ports.
3. Freight to / from Spain / EU from south coast direct to Bilbao and Santander.

UK border priorities

UK Government objectives and priorities for the border

Maintaining security

Facilitating the flow of goods (including animals, food and plants) and people

Protection of **revenue and compliance** with standards

UK will maintain security and prioritise flow, ensuring new controls or processes do not interrupt flow of goods.

UK border planning assumptions

- UK border planning assumptions are now focussed on trader readiness, and the potential for disruption to RoRo flow in the event of a "No Deal".
- We have revised the original assumptions to reflect that infrastructure & resources (customs / SPS facilities) are now in place in France.
- UK Day 1 arrangements do not include any new checks at the border, so will not constrain the flow of RoRo goods **into the UK**.
- Given the nature of the closed loop system at the short straits, there is a risk of disruption to the flow of goods into and out of the UK.

Our current assumptions are:

- that less than 50% of freight vehicles will have the correct documents.
- If unready trucks travel from the UK, they will have to be processed at the EU border, which may cause blockages and queues.
- In order to be ready, customs and SPS declarations must be prepared in advance of arrival at the EU border.
- Trucks with complex loads may have multiple consignments.

Mitigations

3 main mitigations

Implement Brexit Readiness checks

- Checks will help to minimise how many unready trucks may cross the channel.

Improve "trader" readiness

- Major work on communications over the summer. "Brexit Fatigue" means limited impact until new PM provides more clarity.
- Improving traders' awareness of need for registration, authorisation and financial obligation and time this takes.

Implement traffic management systems

- This aims to reduce and disperse traffic build up/queues at key RoRo locations.

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End to end customs processes for freight at the border

Margaret Whitby, HM Revenue & Customs

Overview

- Currently, businesses can move goods freely between the UK and the EU.
- In the event that the UK leaves the EU without a Deal, businesses importing and exporting goods within the EU will have to comply with new rules.
- HMRC is committed to helping businesses understand these changes and the actions they need to take to ensure that they remain compliant and can continue trading in the event of a No Deal EU Exit.

Approach to No Deal

Day one easements include

- Transitional Simplified Procedures.
- Intermediaries' liability.
- Guarantee relaxations.
- Entry Summary Declarations for imports.

Day 1

- Declarations should be pre- lodged electronically in advance.
- Routine fiscal and other controls and checks undertaken away from the flow of traffic.

Longer term

- Longer term, UK Government is working on automated solutions, use of technology for smarter borders and sharing more data.

HMRC exports from the UK

Exporting from the UK through RoRo borders on Day 1

CUSTOMS AND SAFETY/SECURITY | EXPORTS

Pre-departure

- **Submit** combined Export/ Safety & Security Declaration
- **Pre-lodge** any supporting documents on relevant system(s)
- Document checks – **response** provided to exporter
- Exporter tells haulier if Permission to Proceed granted or need to take goods to **Designated Export Point** (DEP)

Authorised premise/DEP

- **Permission to proceed** granted
- Haulier takes goods to **DEP**; Checks carried out if necessary and Declaration **updated**

At UK border

- **Haulier checks in** for boarding and takes goods to departure point

Post border

- **High risk goods:** Obtain full departure message from HMRC or intermediary
- Ferry/train departs

Exporter to ensure that the relevant EU member state import, safety and security declarations and any other necessary documents have been made / pre-lodged – and the MRN for that declaration is provided to the hauler to present at check-in at the UK border.

Key: Responsible parties
Business
UK Government

Entry summary declarations for exports (Safety & Security)

- Safety & security / ENS information required on export from the UK will continue to be provided as part of the export customs declaration.
- We expect that the EU will require a safety & security declaration for imports to the EU, reflecting current rest of the world process.

Merchandise in Baggage (MIB) exports

Merchandise in baggage are commercial goods (for trade or business use) where:

- A commercial transport operator does not carry them for you.
- You’ve travelled to or from the UK carrying goods in your baggage or in a small motor vehicle.

For travellers carrying MIB worth less than the £900 and 1000 kilograms oral declaration limit:

- Travellers with commercial goods in an accompanied baggage or a small motor vehicle below £900 and 1000 kilograms that are not classified as controlled goods and not subject to a licence can make a declaration using our simplified online declaration up to 5 working days before they depart the UK irrespective of which port they leave from the UK.
- Travellers with commercial goods in an accompanied baggage or a small motor vehicle if the goods are above £900 or weigh more than 1000kgs or are classified as controlled goods or subject to a licence will follow the standard customs export declaration process irrespective of which port they leave from the UK.

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HMRC imports into the UK

Importing to the UK through RoRo borders on Day 1

CUSTOMS

Pre-border

Register for EORI

Pre-lodge import declaration to UK Government

Master Reference Number (MRN) or **EORI** provided to haulier/freight forwarder

En route

Update status of customs to show **goods arrived** in UK

After arrival in UK, update status of declaration by close of business **next working day**

Duties paid or deferred

- Businesses can defer payment if:
- Paying customs in **monthly payments**
- Using **special relief schemes**

At UK border

Risk-based checks, no change from current approach

Goods free to leave

Goods/ truck referred inland

Key: Responsible parties

Business Haulier UK Government

Transitional Simplified Procedures (TSPs)

- Transitional Simplified Procedures will make importing goods easier for the initial period after the UK leaves the EU.
- **Traders registered for TSP will not need to make full customs declarations at the border and will be able to defer paying their customs duties.**
- **To be eligible**, traders must:
  - Be established in the UK
  - Have the intention to import goods into the UK from the EU
  - Have an **Economic Operator Registration Identification (EORI)** number

TSP declaration process

Controlled goods

- The trader submits a simplified frontier declaration and ensures all necessary certificates and licences are available.
- This is followed by a supplementary declaration by the forth working day of the month following the arrival of the goods in the UK.

Standard goods

- The trader makes a declaration directly in their commercial records.
- This is followed by a supplementary declaration by the forth working day of the month following the arrival of the goods in the UK.

Duty deferment

Current rules

- Traders must have a duty deferment account to use TSP or an agent's Customs Freight Simplified Procedure(CFSP) authorisation:
  - In practice, this is a direct debit mandate
  - It allows HMRC to take a monthly payment of duties 15 days after the supplementary declaration is made
  - Guarantees are required in order to defer duty to make monthly payments

Day 1 easements

- Traders will not be required to meet the Customs Comprehensive Guarantee(CCG) criteria when obtaining guarantees.
- Traders can still choose to apply for a CCG, as those with Authorised Economic Operator C status can seek a reduction in the level of guarantee required to defer duty.

Merchandise in Baggage (MIB) imports

For travellers carrying MIB worth less than the £900 and 1000 kilograms oral declaration limit:

- If they are entering the UK through a port without a Red Channel or Red Phone they will use an electronic form available on GOV.UK, up to 5 days before coming into the UK.
- Pre-lodge a simple declaration alongside paying the duty and tax.
- The limits apply per vehicle.
- Ports without a red channel or red phone are legally defined as: RoRo listed locations and Eurostar terminals.

For travellers carrying MIB worth more than the £900 oral limit:

- Pre-lodge a full customs declaration with HMRC directly through existing channels or through a customs agent up to 5 days before arriving into the UK. this will be a requirement at all ports.
- The traveller will be given a receipt so that in the event they are stopped by border force as part of their non-fiscal targeted checks, they have evidence of customs declaration and tax payment.
- Tor travellers carrying goods subject to excise duty or goods classified as controlled need to pre-lodge a full customs declaration irrespective of whether the goods are above or below £900.

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Common Transit Convention (CTC)

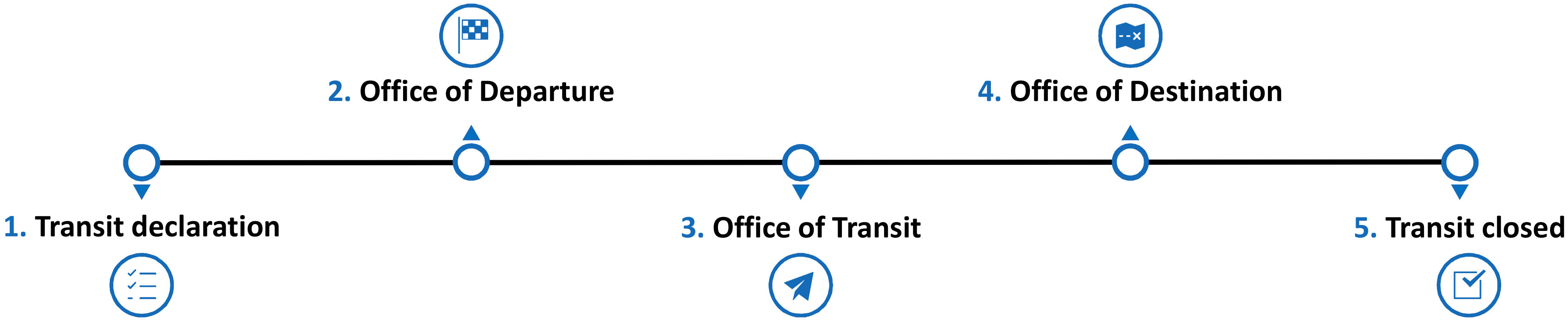
How does the Common Transit Convention (CTC) work?

The **CTC allows movement of goods - under duty suspense** - between the 28 EU Member States and the European Free Trade Association countries (Iceland, Norway, Switzerland and Liechtenstein) plus Turkey, Republic of North Macedonia and Serbia.

UK has been invited to accede to CTC as a separate contracting party when EU laws cease to apply to the UK (letter of invitation was December 2018).

The requirements to use CTC will remain unchanged. However, as the UK will be outside the EU Customs territory, **traders will need to have a Transit Accompanying Document (TAD) scanned** at the point of entry into the UK or other new customs territory.

Transit and the Common Transit Convention (CTC)



1. The transit declaration is completed (including guarantee) using NCTS (the New Customs Transit System)
2. The goods are presented at the Office of Departure (or Authorised Consignor) and the Transit Accompanying Document (TAD) is printed off presented to the haulier and then the goods are released into transit.
3. At every border crossing into a new customs territory, the TAD and goods are presented at the Office of Transit (OoT functions can only be performed by Customs Officials).
4. At the final destination the goods and TAD are presented at the Office of Destination (or Authorised Consignee).
5. The transit movement is closed, the goods must be declared to another customs regime eg free circulation, temporary storage and the guarantee is released.

The goods are tracked and messages are sent from the various offices using NCTS during the journey.

Transit guarantees

- To make transit movements a trader needs to provide a guarantee for the customs duties suspended during the movement. This can be an individual guarantee for a single movement or a Customs Comprehensive Guarantee (CCG) for multiple movements. To hold a CCG, a business needs to:
  - Satisfy HMRC's customs/compliance checks; and
  - Obtain a guarantee from an approved financial institution.
- An individual guarantee can include a guarantor undertaking from a bank or financial institution and a cash deposit.
- Guarantees can take several weeks to set up, so traders should contact their bank or insurer about this as soon as possible.
- The guarantee requirements are set by the Common Transit Convention.

Simplified transit procedures

- Under the CTC, traders can apply for authorisation to use simplified transit procedures. The main types of authorisation are:

Authorised Consignor Status allows traders to declare goods to transit at their premises rather than an Office of Departure. Traders applying for this need to have a CCG.

Authorised Consignee Status allows traders to end transit movements at their premises rather than an Office of Destination. Traders applying for this generally need a temporary storage facility.

HMRC is working to enable traders to be authorised as quickly as possible.

Empty trucks

Entering/leaving the UK

- For UK customs purposes there will be no requirement to make a customs declaration for empty lorries.

Packaging

- Where an otherwise empty lorry contains some packaging no customs declaration will be required and the lorry will be treated as empty.
- This applies to:
  - Empty containers and pallets
  - Equipment for controlling the temperature inside the container
  - Internal partition, shelves and similar for stowing goods
- Further details at:
  - https://www.gov.uk/government/publications/notice-3001-special-procedures-for-the-union-customs-code/annex-c

Special procedures – Day 1

Current rules: EU rules require a customs comprehensive guarantee (CCG) to obtain a full authorisation for a special procedure.

Day 1 easements

Traders will not be required to meet the CCG criteria nor provide a financial guarantee for:

- Inward processing
- Outward processing
- Temporary admission
- Authorised use (a.k.a. end use)
- Customs warehousing

Traders still need to meet criteria for the special procedure.

This policy will be monitored, and traders will be given 12 months' notice of changes.

UK enrolment to schemes as at 23 June 2019

EORI

- Between December 2018 and 23 June 2019 HMRC received 74,000 applications for EORI numbers.
- Around two thirds of the VAT registered businesses that only trade with the EU have registered for EORI numbers.

Transitional Simplified Procedures (TSP)

- There have been 18,100 TSP registrations up to 23 June 2019.
- The number registered reflects use of other easements and actions, for example use of CFSP and transit.

Number of agents who have applied for the grant scheme

- There were 878 applications for customs agents' training / IT grants through the scheme, requesting the full £5 million available to businesses, by the 31 May 2019 deadline.

AEO data

- 548 businesses have been granted UK AEO authorisations since 1 June 2016.

Key actions for Spanish businesses

Businesses who trade with the UK need to act now to ensure that they are prepared in the event of a No Deal EU exit.

- Apply for an **EORI number (UK & EU)**
- Consider registering for **TSP if you are established in the UK.**

- Confirm you can complete each **data field** in the declaration.

- Agree responsibilities with your **customs agent and logistics provider** for each part of the process and update your contracts to reflect this.

- Identify **software** for submitting documents, if you do not use a customs agent.

Contact details for HMRC Stakeholder team:
externalstakeholders.customs@hmrc.gov.uk

We are hosting an EORI registration stand, available at the market stalls this afternoon.

Any questions ?

HM Government

UK Border Force Update

David Smith – Border Force South Eastern Europe

OFFICIAL

UK Border Force operational resource

- Border Force increased its headcount by approximately 900 officers between March 2018 and March 2019.
- In addition to specific recruitment for EU exit activities, BF has also recruited a Readiness Task Force (RTF) to provide operational resilience to the front line and allow existing staff to undertake EU exit related training.
- As we move towards 31 October our priority is to on-board and train the remaining new appointees.
- To prepare all BF Officers for Day 1, a comprehensive set of training and operational guidance about process changes has been rolled out through face-to-face training to all frontline officers across the 5 regions and support teams.

UK Border Force operational changes

‘No Deal’ at RoRo Ports

- Border Force is committed to managing control processes in a way which will minimise delays or issues for the flow of trucks through RoRo ports.
- **Safety & Security**: Any vehicle and consignment may be subject to checks at the border, as they currently are for security purposes, under an intelligence-led, risk-based approach. Such checks will continue.
- Border Force will not be systematically stopping vehicles as they disembark to ensure they have completed the correct customs declaration.
- No need to stop unless pulled out of the flow by Border Force at its selection points. As far as is possible regulatory and fiscal checks will be conducted at locations away from the port.

UK Border Force: Passport Controls

- Ensuring a frictionless border from day one will be a priority.
- EU nationals will continue to be able to enter the UK as now, using e-Passport gates when travelling on a biometric passport. EU nationals will also be able to enter the UK for short-term visits without a visa.
- Until 31 December 2020, EU citizens will be able to enter the UK by showing their valid national identity card for up to three months during which time they will be permitted to work, study or simply visit.
- In the event of no deal, and once free movement has ended, EU citizens who wish to stay longer than three months will need to apply to the Home Office for leave to remain within three months of arrival.
- EU nationals currently resident in the UK should register now for EU Settled Status to confirm their right of residence beyond 31st October. Those with 5 or more years residence will be granted permanent status immediately. Those with less than 5 years will be granted pre-settled status which can be converted to settled status once 5 years residence is completed.

Sanitary & Phytosanitary Requirements (SPS)

John Furzer (Food Standards Agency)

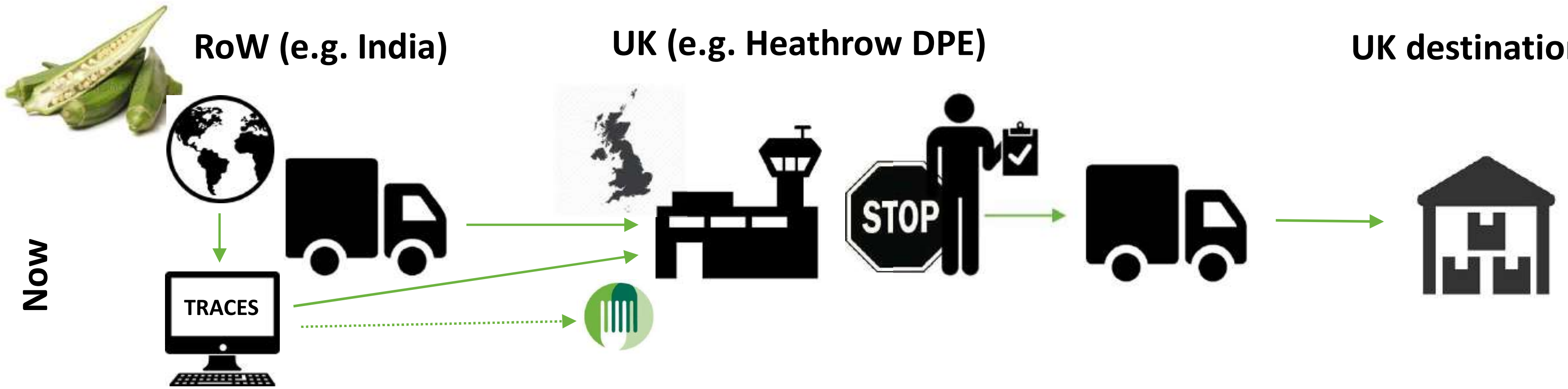
Matt Abbott (Border Division, EU EXIT, Department for Environment, Food and Rural Affairs)


Food
Standards
Agency
food.gov.uk
EU Exit –
High-risk
food and
feed imports

Non-EU goods from Rest of World (RoW)

RoW (e.g. India) | UK (e.g. Heathrow DPE) | UK destination

Now

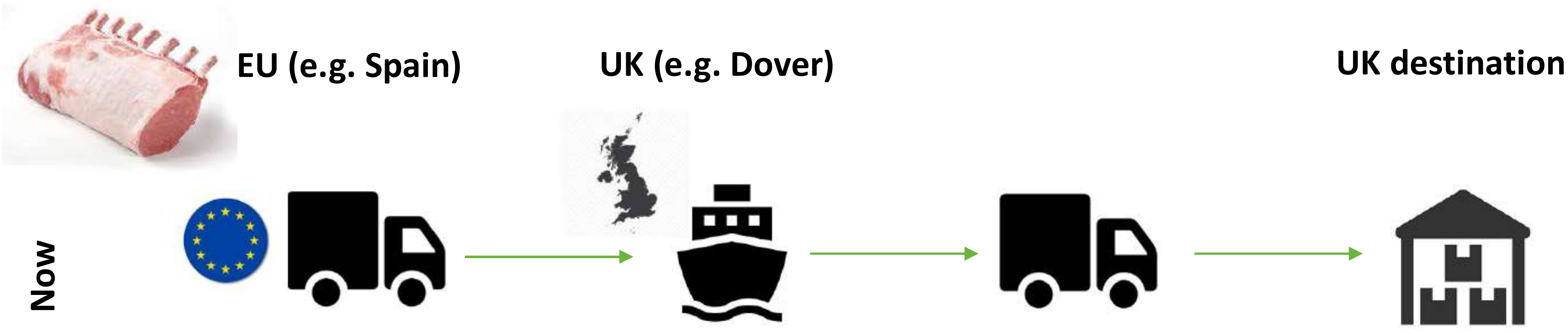


Importer notifies UK (BIP/DPE), using TRACES, of any high risk category product prior to it arriving at the UK. Specified checks are carried out before it can proceed and be placed on the UK market.

Post Brexit

As before Exit, but importer will be required to use the TRACES replacement system, IPAFFS, in the event of a non-negotiated exit.

Goods from EU to UK

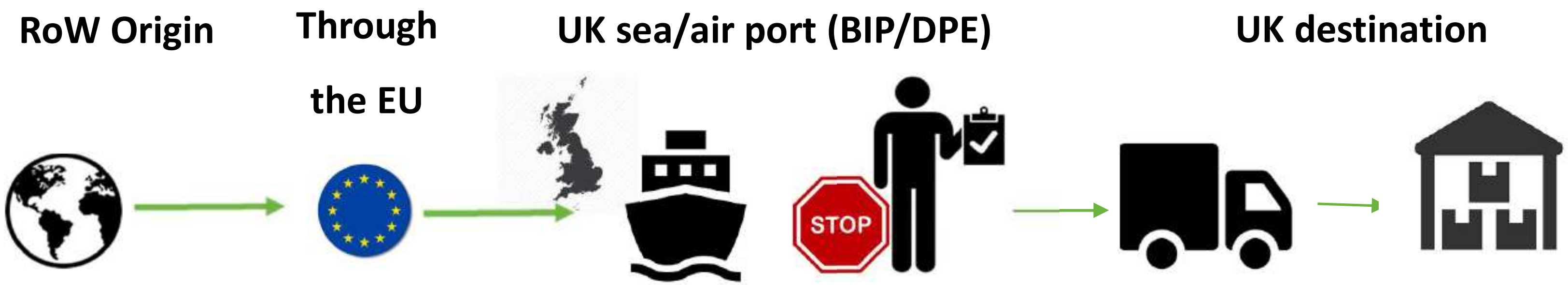


- Product enters into UK freely and is placed on the UK market

- Importer notifies UK (FSA) in advance of intention to import High-Risk food and feed.
- Product enters into UK freely and is placed on the UK market.

RoW High-Risk Food and Feed moving through the EU to the UK

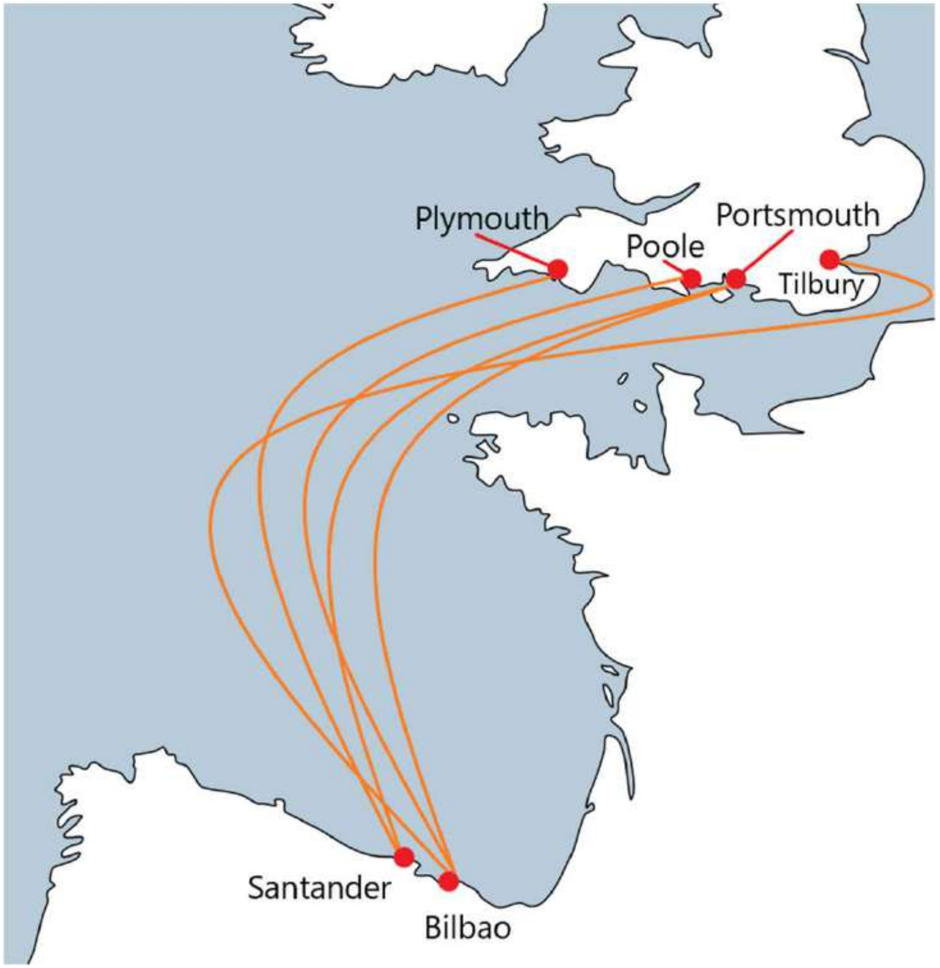
RoW to UK via the EU



- For RoW high-risk food and feed consignments, the importer will be required to send those products to a UK BIP/DPE for checks to be carried out (as 3rd country process).
- List of UK DPEs at:
  - https://www.food.gov.uk/business-guidance/port-designations

Note: If the goods are imported directly into the EU where the relevant import controls are undertaken, there will be no requirement to enter the UK via a UK BIP/DPE. This means the consignments will be able to enter the UK via **any** entry point.

Ferry routes between the UK and Spain



Port Designations

UK:

- London Tilbury – BIP & DPE
- Portsmouth – DPE
- Plymouth – not approved as a BIP/DPE
- Poole – not approved as a BIP/DPE

Spain:

- Bilbao – BIP & DPE
- Santander – BIP

Pre-notification of EU High-Risk Food and Feed

What	Why	When
• EU originated high-risk food or feed • RoW high-risk food/feed imported directly into the EU but destined for UK	• Due to loss of access to EU systems • Ensure the continued protection to UK consumers from imported food	• Requirement will come into effect during a No Deal scenario

For surveillance purposes only and there will be no controls on such products

More information:

Food and feed products not of animal origin that are considered as high-risk:

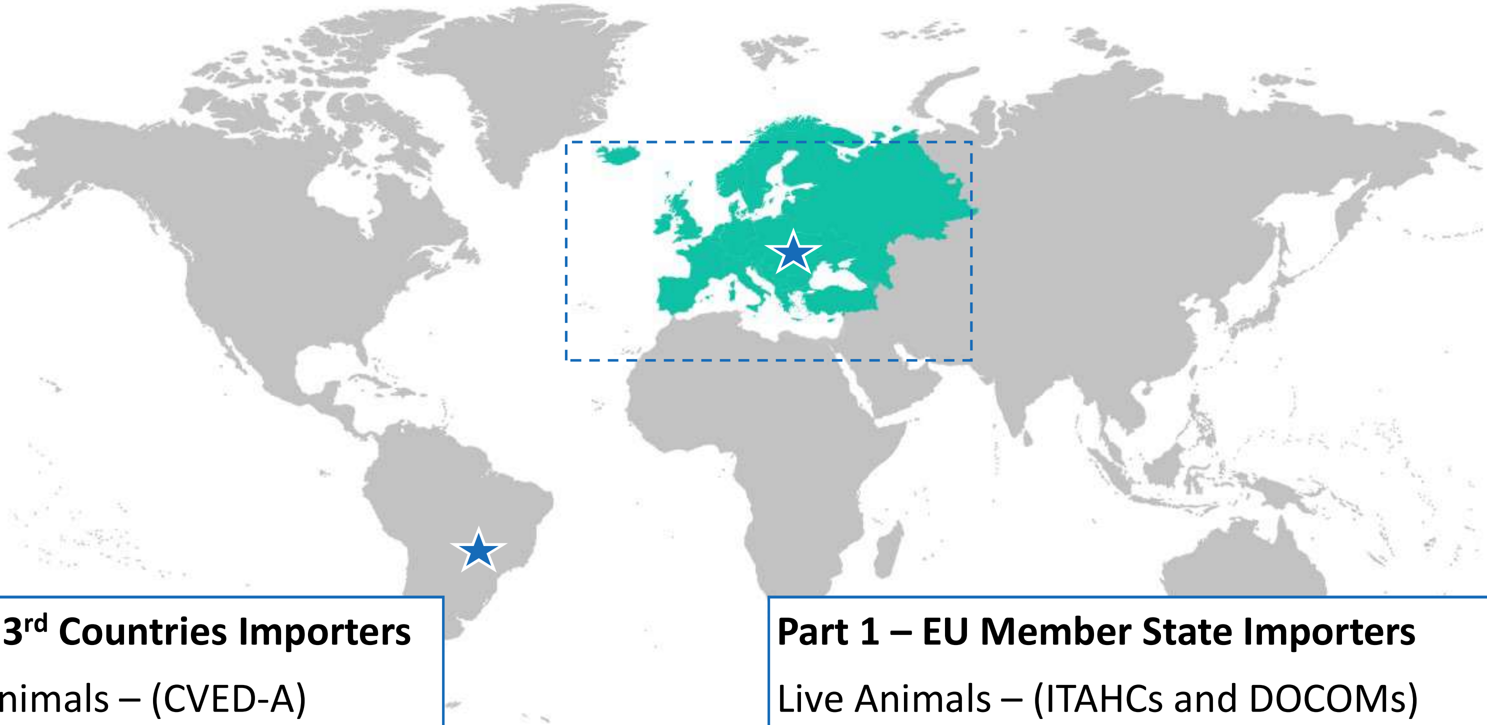
www.food.gov.uk/business-guidance/imports-exports

A new UK import notification system

- After leaving the EU, the UK will no longer have access to the EU import notification system, TRACES. This system facilitates pre-notification of consignments destined for a UK border inspection post, records the outcome of checks and communicates the outcomes to HMRC for customs clearance.
- A UK import notification system (IPAFFS) will be introduced to maintain our levels of biosecurity, minimise delays at borders and allow developments to support the UK's future import controls.

Part 1: importer raises a notification

The importer raises a notification in the new Imports Notification System. The system captures the required information for each commodity type based on the existing certificate types.



Part 1 – 3rd Countries Importers

✓ Live Animals – (CVED-A)

✓ POAO (CVED-P)

✓ High Risk Feed/Food (CED)

Part 1 – EU Member State Importers

Live Animals – (ITAHCs and DOCOMs)

POAO (Pre-notification) – **Post Day 1**

High Risk Feed/Food (Pre-notification) **Post Day 1**

Part 2: conduct checks at the border

Checks are conducted at Border Inspection Posts and the outcomes of these checks are recorded in the system.

Part 2 – 3rd Countries and EU

- ✓ Checks conducted at the BIPs
- ✓ Record lab test results
- ✓ Multiple Commodities
- ✓ Imposed Physical Check Calculations

HMRC Interface

Once Part 2 is completed, information is passed on to HMRC system CHIEF via an interface with ALVS.

Part 3 – 3rd Countries and EU

- ✓ Controlled Destinations (CPH)

(This is usually live animals to a farm of products to a processing plant)

HMRC Link – 3rd Countries and EU

- ✓ Integration to ALVS – Testing Part 1
- ✓ Integration to ALVS – Testing Part 2

Imports to the UK: Live Animals

- Check what **documents** are required for the goods you import across the EU-UK border and how to apply for them.
- **Pre-notify the UK authorities** about the goods you import across the EU-UK border at least 24 hours prior to arrival
- **Plan with logistics provider** for travel to a UK Point of Entry that has the facilities for live animals
- Check the **systems** you need to use and prepare your business to do so
- **Obtain CITES permit** before shipment of CITES compliant specimens or products and enter UK via designated Point of Entry

Imports to the UK: Plants & Timber

- Check whether the goods you export across the UK-EU border are currently managed under the EU plant passport regime or CITES. If they are, you will need to provide a phytosanitary certificate (PC) and CITES permit to move them to the UK on Day 1.

- The UK importer may need to be registered on UK systems or with the UK authorities in order to import into the UK. They should check the **systems** they need to use (e.g. PEACH) and register before they import.

- **The UK importer must pre-notify the UK authorities** about the goods being imported across the UK-EU border using the PEACH system (for goods entering in England and Wales). They will need to provide scanned copies of the PC and import documents.

- **Plan with logistics provider** for travel via a UK authorised Point of Entry for plants and plant products/timber.

- If your goods have come from a 3rd country via the EU and are entering via a RoRo port, arrange inland checks at authorised trade premises.

Imports & Exports: Wood Packaging Material

- **Wood packaging material** such as wooden pallets moving between the UK and the EU will have to be heat treated and marked in compliance with international standards.
- The UK will continue to take a risk-based approach to checking WPM and therefore there will be **no new border checks** on EU WPM.

Chemicals

- The UK will replace EU regulations with a UK regulatory framework and build domestic capacity to deliver the functions currently performed by the European Chemicals Agency (ECHA)
- The UK will lose access to the EU's REACH IT-system
- Imports to the UK: For the majority of chemical shipments, there will be minimal impact at points of entry because regulatory control takes place away from the border
- Exports to the EU: There are additional requirements for exporters, namely appointing an EU-based Only Representative to maintain access to the EU market, but these do not take place at the border

Exports to the EU: Animals and Animal Products

- In the event of a 'No Deal'

1. The UK will need to be listed as a 'third country' to export to the EU. The EU listed the UK as a third country ahead of a potential no-deal on 12 April and we expect we will continue to meet the requirements for 'third country' status.

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2. To export animals, animal products, fish, shellfish, crustaceans or fishery products from the UK to the EU, the UK exporter will need a certified export health certificate (EHC), signed by an authorized signatory following an inspection, which is sent with the export consignment

3. The goods will need to enter the EU through a border inspection post (BIP)

4. The EU-based importer/import agent will have to notify the BIP prior to the arrival of the consignment, and at least 24 hours in advance for live animals – and upload a copy of the EHC on TRACES

Exports to the EU: Animals and Animal Products

- Key messages for EU businesses:

- **Pre-notify on TRACES** when importing animals and animal products from the UK – and upload a copy of the UK Export Health Certificate
- Ensure the UK exporter **sends the original Export Health Certificate (EHC),** signed by an authorised signatory, with the consignment
- **Plan with logistics providers** to enter the EU through a BIP
- **Obtain CITES permit** before shipment of CITES compliant specimens or products and enter via designated Point of Entry

EU Exit pet travel readiness

1. Under the current EU Pet Travel Scheme pets can move into & between Member States using an EU pet passport.
2. This will change when the UK leaves the EU and after any implementation period. The UK will be a third country but pets will still be able to move between the UK to the EU.
3. There are three classifications of third country: Part 1 listed, Part 2 listed and unlisted. Pets entering EU MSs from the UK will need to meet rules of the relevant classification.
4. Entry requirements **from the EU to the UK** will not change. Pets will require a microchip, up-to-date rabies vaccinations and dogs will need a tapeworm treatment if travelling from a tapeworm-free country. The UK will continue to accept EU-issued pet passports as well as animal health certificates.
5. UK nationals taking pets to Spain will face changes depending on how the UK is classified:
   - Part 1 listed: Same ID/health rules, Part 1 listed Pet Passports replace EU ones
   - Part 2 listed: Same ID/health rules, certificates replace pet passports
   - Unlisted: Same ID, blood test for rabies, certificates replace pet passports
6. In a Part 2 or Unlisted outcome pets travelling from the UK would need to enter the EU via a Travellers Point of Entry.
7. EU pets returning from the UK will also need a rabies blood test and to enter the EU via a Travellers Point of Entry.

EU Exit pet travel readiness - communications

1. Headline comms message is: **to ensure your pet is able to travel from the UK to the EU after Brexit in any scenario, contact your vet at least 4 months before travelling for the latest advice**.
2. Communications campaign running since Nov 2018 and relaunched in June 2019 to prepare pet owners for potential No Deal Brexit on 31 October.
3. Guidance on ‘Pet Travel to Europe after Brexit’ live on GOV.UK details how to prepare in all scenarios, including if the UK becomes an unlisted third country.
4. GOV.UK guidance includes advice for UK nationals living in EU Member States and detailed in FCO’s ‘Living in Spain’ online guide.
5. Good engagement with the campaign from official carriers and travel industry stakeholders that have helped increase GOV.UK hits and calls to our dedicated Pet Travel helpline.
6. Information available via Brittany Ferries who have included No Deal pet travel messaging on their website and are sending out advice to passengers due to travel after 31 October.
7. Airports such as Heathrow Airport have also included Pet Travel No Deal comms on passenger databases, are sharing messaging on social media and via booking pages.

EU Exit pet travel readiness – Heather's dog

GreendAle Veterinary Diagnostics

Greendale
Lansbury Estate, Knaphill
Woking, GU21 2EW
Tel: 01483 797707
Email: lab@greendale.co.uk

Fax: 01483 797552

LABORATORY REF. ONLY

70365

Lab Use Only
03 JAN 2019
2 x Spun Gel
RC

MAID01002726

Rabies Serology Certificate

Use one submission form per animal.
Send a minimum of 1ml serum (*preferably*) or 2ml clotted blood.
Clearly label sample with owner's name, animal's name and microchip number.
Please ensure all details on this form are completed.

For the purposes of the UK Pet Travel Scheme a test titre result of 0.5 IU/ml or above indicates that the Dog or Cat has an acceptable rabies antibody level.
Samples will be tested by Biobest (approved Rabies testing lab).

Submitting Veterinary Surgeon's Details:
MAID
Maison Dieu Veterinary Centre
76-77 Maison Dieu Road, Dover
Kent
CT16 1RE
01304 201617

MAID01002726

Owner's Details:

Animal's Details:

Animal Name: Biff
Practice Animal I.D. Number: 1-53874
Microchip No.: 953 010 000 961 363
Age: 03y 03m
Sex: Male - Neutered
Species: Dog (Canine - Domestic)
Breed: Collie - Border
Date of Sampling and Microchip Reading: 02-01-2019
Date of Last Rabies Vaccination: 14-12-2018
Vaccine Make: 14/12/18
Batch Number: A314A01

Signature of submitting veterinary surgeon:

Date: 02/01/19

Name in BLOCK CAPITALS
CARMEN ARIAS-GONZALEZ

For Biobest Use Only

Biobest Ref.: 2533678 Test Date: 09-Jan-2019
Microchip No.: 953 010 000 961 363
Rabies antibody titre greater than or equal to 0.5 IU/ml by FAVN test. Titre 3.23 IU/ml (PASS).

Kate Cheeseman BVM&S, MRCVS

Date Received: 04 JAN 2019 **QC** **F** **I** **Biobest Ref:** 2533678

Any questions ?

HM Government

Department for Transport

Bethan Grinham - Roads EU Exit, DfT

Prepare your business now to ensure you, your customers and suppliers are ready for EU Exit

"The UK wants to explore options for ***reciprocal*** *access for road hauliers and passenger road transport operators, and arrangements for private motoring"* **- UK White Paper, July 2018**

"The Parties should ensure ***comparable market access*** *for freight and passenger road transport operators […] Parties should consider complementary arrangements to address travel by private motorists"*

- Political Declaration, November 2018

Prepare your business now to ensure you, your customers and suppliers are ready for EU Exit

- **Transport documentation** for EU hauliers will remain the same, with no new documents or processes.
- The UK Government has confirmed it will:
  - Continue with existing driver hour arrangements
  - Recognise driver and transport manager Certificate of Professional Competence (CPC)
  - Recognise EU issued driving licences
  - Recognise EU Community licence – you will not need an ECMT permit to access the UK
- In the event of a no deal, you will require either a Green Card or other proof of Insurance, as set out in UK legislation. If you have different policies for your trailer and vehicle – please bring proof of insurance for each.
- As the EU Regulation on maintaining basic connectivity has now been approved, the UK put in place laws to reciprocate:
  - We will maintain the current rights for EU hauliers and bus operators after exit day, including on cabotage and cross-trade

Prepare your business now to ensure you, your customers and suppliers are ready for EU Exit

Drivers Hours

- Department for Transport is able to respond rapidly to urgent situations by temporarily relaxing the drivers' hours rules where it is in the public interest to do so.
- The details, including the scope of the relaxation, are determined on a case-by-case basis following close engagement with affected industry sectors.
- In the past this facility has been made use of during roads disruption caused by events such as adverse weather conditions and disruption to cross-Channel traffic.

Driver CPC

- The EU has indicated that UK-issued CPC will not be recognised for employment in the EU.
- Holders of a UK Driver CPC who are currently working for an EU company may want to exchange their UK CPC for an EU CPC before Exit Day.
- Exchanging CPC in this way will have no effect on a driver's ability to work in the UK because the UK will continue to recognise EU-issued CPC.

Prepare your business now to ensure you, your customers and suppliers are ready for EU Exit

What is Operation Brock?

Operation Brock is a set of measures to keep the M20 open in both directions between junctions 8 and 9 in the event of disruption to services across the English Channel, by using different holding areas. The queuing system only applies to lorries heading to mainland Europe from Kent. All other drivers should check conditions before setting out and, if they're crossing the channel, check with their service operator for updates. This is all predicated on the French traffic management system which enables them to keep their networks open in all directions.

Phase 1
In the event of excessive disruption to services across the English Channel, improved holding capacity in the Port of Dover and Eurotunnel, as well as on the A20 approach to the port (Dover TAP), would be used.

Phase 2
If phase 1 capacity is reached, we will start queuing Europe bound lorries that are 7.5 tonnes and over on the coast bound section of the M20 between junction 8 and 9 with cars and other vehicles using a contraflow on the London-bound carriageway.

Phase 3
If phase 2 becomes full, lorries heading for Port of Dover will be directed to Manston Airfield, while the M20 is used to hold traffic for Eurotunnel. Traffic lights on the A256 after Manston Airfield will help to manage traffic travelling to the port.

Phase 4
If the M20 holding area and Manston becomes full, the M26 could be used to hold additional lorries heading for Eurotunnel.

Further information can be found on https://highwaysengland.co.uk/OperationBrock/

Any questions

?

HM Government

Department for Business, Energy and Industrial Strategy

Danny Langley – Trade and Investment Negotiations

Existing regulation of 'New Approach' goods

High-level requirements in legislation and use of harmonised standards to achieve compliance.

Conformity with requirements of ‘New Approach’ legislation shown by use of the CE marking.

In most cases manufacturers take sole legal responsibility for compliance and can self-declare.

In other cases manufacturers need to use a third party assessment body (a ‘notified body’).

Selling goods into the UK

New approach goods meeting EU regulations and CE marked can still be sold in UK for time-limited period.

UK will directly recognise conformity assessment carried out by EU notified bodies.

A new UK database will replace the EU's NANDO database.

Products assessed against UK rules by a UK 'approved body' will need the UKCA marking.

We will consult with businesses before making any changes to these arrangements.

Other issues to consider

EU-based authorised representatives who received their mandate pre-exit day recognised in UK.

An UK-based distributor of EU goods may become an 'importer' – and vice-versa.

Compared to a distributor, importers have a stronger duty to ensure products are compliant.

The importer's address also often has to be put on the product or its packaging.

Different arrangements apply to medical devices.

Arrangements for other goods

The UK will have it's own REACH regime post exit for chemicals manufactured in or exported to the UK.

EC type-approvals no longer automatically accepted for motor vehicles on the UK market – the UK Vehicle Certification Agency (VCA) will issue provisional UK type approvals.

Medicines with a 'centralised' authorisation will be given a UK authorisation.

In various areas (cosmetics, chemicals, medicines) - companies may need to appoint new UK representatives.

Exact arrangements will depend on specific goods – lots of guidance available on GOV.UK.

Non-harmonised goods

Products subject to national rather than EU-wide rules can sometimes be sold freely across the EU by virtue of the 'mutual recognition principle'.

UK will no longer be within scope of the mutual recognition principle after Exit.

April 2020: updated 'Mutual Recognition Regulation' will come into force in the EU but will not apply to UK.

If you export these goods to the UK you must check they meet UK national requirements.

Automotive manufacturers: how things work today

Safety and environmental standards for vehicle and component manufacturer type-approvals are set in framework regulations on ECWVTA.

UK Vehicle Certification Agency (VCA) issues EU-recognised type-approvals, and acts as a technical service for compliance testing.

The UK is an individual contracting member to the UN-ECE, and continues to recognise UN-ECE approvals for vehicle systems and components.

1. European Community Whole Vehicle Type Approval

Automotive: checklist of actions for selling into the UK

- [ ] Motor vehicles to be placed on the UK market will need to convert their existing EC type-approvals to UK type-approval by applying to VCA for a provisional UK type-approval.
- [ ] New vehicle approvals will require VCA-issued UK type-approval after exit day (subject to new legislation which will come into force in Autumn 2019).
- [ ] For manufacturers with valid EC type-approval post exit: duplicate testing is not required, but manufacturers will need to supply documentary evidence to prove compliance.
- [ ] Read the detailed guidance on gov.uk.

Other issues – travel, data transfers and geo-blocking

EU/EEA/Swiss citizens will still be able to enter the UK for up to 3 months at a time, to work, visit or study, without requiring a visa.

EEA based businesses can transfer personal data to the UK in 'No Deal' if ‘appropriate safeguards’ under GDPR are used (such as standard contractual clauses).

As the geo-blocking regulation will no longer apply, traders from UK, EU and 3rd countries can offer different terms to UK customers compared to EU customers.

HM Government

Helping to Prepare Your Business

Stella Jarvis – Director, Border Delivery Group

Heather Jones – Deputy Director, Border Deliver Group, SouthEast & Europe

Your next steps on GOV.UK

1

Answer seven questions to be directed to relevant content.

Find out more

2

Choose one of the nine themes you are most interested in.

3

Sign up to email alerts about EU exit on GOV.UK:

Brexit email alerts.

4

Download this leaflet on preparing your business for EU exit and the government's every day support for business.

Additional information

Available products

- **Partnership Pack**: a pack designed to help support businesses preparing for day one if we leave the EU without a Deal.
- Communication products are currently being updated to include a range of materials that can be used to raise awareness with your own stakeholders and customers. These include:
  - **Leaflets**: covering the key changes in a No Deal scenario, for a range of industries
  - **Videos**: covering the key changes and additional requirements, including short clips designed for social media and deep dive videos into key topics such as importing and exporting
- **Border Delivery Group** have set up a dedicated email address (below) for questions about the border and Brexit preparedness. Please also contact BDG to sign up for email updates covering new information related to EU Exit.
  - **queriesattheborder.euexit@hmrc.gov.uk**
- BDG have also developed a Frequently Asked Questions product which will be shared with you following today's event.

Additional information

Key elements of EU27 comms activities for the border include:

- The European Commission produced a guide for businesses on "How To Prepare For Brexit" and published on 12 June 2019 their contingency paper, available at:
  - https://ec.europa.eu/taxation_customs/sites/taxation/files/leaflet-brexit-customs-guide-for-businesses_en.pdf

- The Spanish Government has published a Brexit web page to disseminate information on preparedness and contingency planning at:
  - https://www.lamoncloa.gob.es/lang/en/brexit/Paginas/index.aspx

- The French Government have published products including short videos and physical paper products at:
  - http://www.douane.gouv.fr/articles/c958-brexit

Summary of key actions for goods leaving the UK

- **Register for an EORI number** with the UK.
- **If exporting**, the Export Declaration and S&S Declaration are merged. **If using transit** it is also merged.
- Review the **information needed for entry into the EU** – if you are not using transit, your haulier will also be required to carry evidence (the MRN) of an **EU Member States pre-lodged import and separate Safety & Security Declarations**.
- **Agree responsibilities** with your customs agent and/or logistics provider for each part of the process and update your contracts to reflect this or identify software to utilise.
- Apply in advance for **ID documents and/or certificates for goods.**
- Ensure the UK exporter sends required documentation for the goods imported with consignment, such as Export Health Certificates (EHC).
- **Pre-notify systems where required**, such as TRACES when importing animals and animal products from the UK and uploading a copy of the UK Export Health Certificate.

Summary of key actions for goods entering the UK

- **Register for an EORI number** with home country's customs office; UK importer must have a UK EORI number.
- Apply for a **deferment account** if you are eligible.
- Review the **information needed** for the Declaration forms, and review easements allowed for Transitional Simplified Procedures (TSP).
- **Check the systems** (e.g. UK Import System, IPAFFS) you need to use and prepare to do so.
- **Agree responsibilities** with your customs agent and/or logistics provider for each part of the process and update your contracts to reflect this, or identify software to utilise.
- Apply in advance for **ID documents and/or certificates for goods.**
- Ensure the UK exporter sends required documentation for the goods imported with consignment, such as Export Health Certificates (EHC).
- Plan logistics for **travel via inland locations,** including goods which are required to enter the UK via Border Inspection Posts (BIP) & Designated Points of Entry (DPE).

Any questions ?

HM Government

Industry – Short Straits Operators Panel

Eurotunnel – Jo Willacy

Brittany Ferries – Steve James

DFDS Ferries

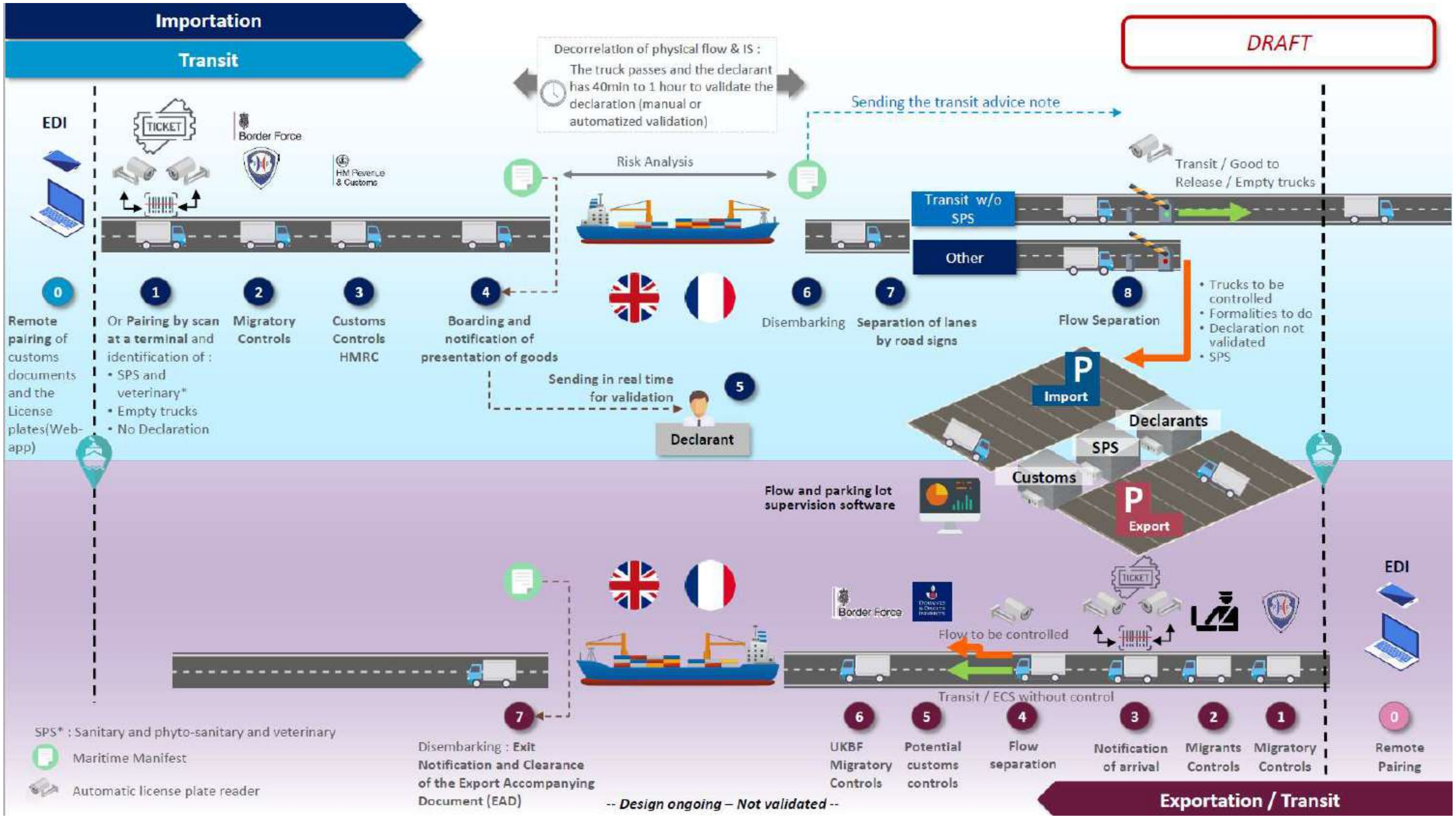
P&O Ferries – Alex Cork

HM Government

P&O Ferries

Alex Cork – Programme Director/Transformation

OFFICIAL



Importation
Transit
DRAFT
Decorrelation of physical flow & IS :
The truck passes and the declarant has 40min to 1 hour to validate the declaration (manual or automatized validation)
Sending the transit advice note
EDI
TICKET
Border Force
HM Revenue & Customs
Risk Analysis
Transit / Good to Release / Empty trucks
Transit w/o SPS
Other
0
Remote pairing of customs documents and the License plates(Web-app)
1
Or Pairing by scan at a terminal and identification of :
• SPS and veterinary*
• Empty trucks
• No Declaration
2
Migratory Controls
3
Customs Controls HMRC
4
Boarding and notification of presentation of goods
6
Disembarking
7
Separation of lanes by road signs
8
Flow Separation
• Trucks to be controlled
• Formalities to do
• Declaration not validated
• SPS
Sending in real time for validation
5
Declarant
P
Import
Declarants
SPS
Customs
P
Export
Flow and parking lot supervision software
EDI
Border Force
Flow to be controlled
Transit / ECS without control
7
Disembarking : Exit Notification and Clearance of the Export Accompanying Document (EAD)
6
UKBF Migratory Controls
5
Potential customs controls
4
Flow separation
3
Notification of arrival
2
Migrants Controls
1
Migratory Controls
0
Remote Pairing
SPS* : Sanitary and phyto-sanitary and veterinary
Maritime Manifest
Automatic license plate reader
-- Design ongoing – Not validated --
Exportation / Transit

French Customs **Exit Information**

Vehicle	Exit Direction	Vehicle	Exit Direction
CEAK671	VERT	B69XXP	ORANGE-DOUANE
CEAK672	VERT	GB7535413	ORANGE-DOUANE
CEAU950	ORANGE-SIVEP	GB7535414	ORANGE-SIVEP
CEAZ281	ORANGE-DOUANE	GB7535415	ORANGE-SIVEP
KKHM603	ORANGE-SIVEP	GB7535416	ORANGE-DOUANE
KKMN807	ORANGE-DOUANE	GB7535417	VERT
KKRV358	ORANGE-SIVEP	GB7535418	VERT
KKSE616	ORANGE-DOUANE	GB7535419	VERT
LJ20ANF	VERT	GB7535420	ORANGE-DOUANE
LJ328MU	ORANGE-SIVEP	GB7541599	VERT
BORCA12	VERT	LZY902	VERT
BORCA23	ORANGE-DOUANE	LZY904	VERT
BORCA24	VERT	LZY905	ORANGE-DOUANE
BORCA25	ORANGE-DOUANE	LZY906	VERT
BORCA27	VERT	LZY907	VERT
BORCA32	VERT	LZY908	VERT
LOTK2508	ORANGE-DOUANE	LZY909	ORANGE-SIVEP
LOTK2509	VERT	LZY912	ORANGE-SIVEP
LOTK2511	VERT	LZY913	VERT
LOTK2512	VERT	LZY914	VERT
6LJ328MU	ORANGE-DOUANE	R0904BCR	ORANGE-DOUANE
14AAC514	ORANGE-SIVEP	R0905BCR	VERT
14AAC520	ORANGE-DOUANE	R1039BCM	VERT
14AAC521	ORANGE-SIVEP	R1156BCP	VERT
14AAC523	VERT	R1157BCP	VERT
14GA105	ORANGE-DOUANE	R1160BCP	VERT
14GC765	VERT	R1161BCP	VERT
14GG327	ORANGE-DOUANE	R1162BCP	ORANGE-SIVEP
14GG328	ORANGE-SIVEP	R1163BCP	VERT
14GG329	ORANGE-DOUANE	R1217BCR	VERT
14GG330	ORANGE-SIVEP	00BFX6	VERT

Check here for updates throughout the crossing. Page 1 of 3

KPMG

Escenarios Brexit y cómo prepararse"

Antonio Hernández García

Socio Estrategia Energética e Internacionalización y Brexit KPMG

18 de julio de 2019

Contenido

Contenido

Posibles escenarios (corto plazo)

NO ACUERDO

- *Cliff edge* el 31 de octubre.
- Dos alternativas: “gestionado” vs “no gestionado”.

ACUERDO

- Salida con acuerdo antes del 31 de octubre.
- Renegociación de los términos actuales y algún tipo de concesión sobre las líneas rojas establecidas (salvaguarda irlandesa limitada en el tiempo) o en la Declaración Política.

OTRAS OPCIONES

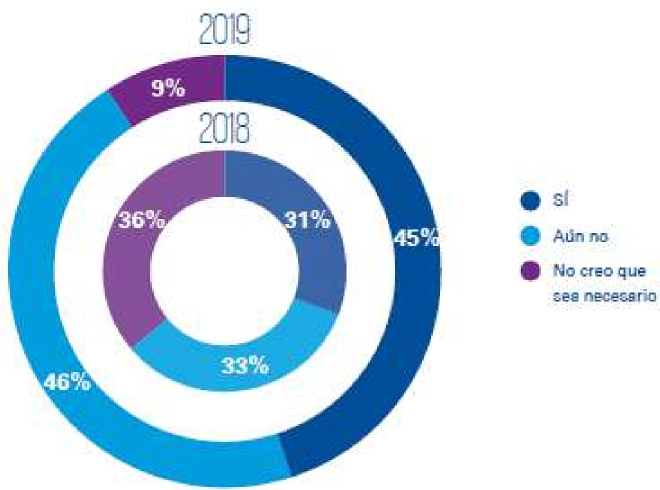
- Nueva prórroga art.50:
  - Continuación de negociaciones.
  - 2º referéndum.
  - Elecciones generales.
- Revocación Art.50

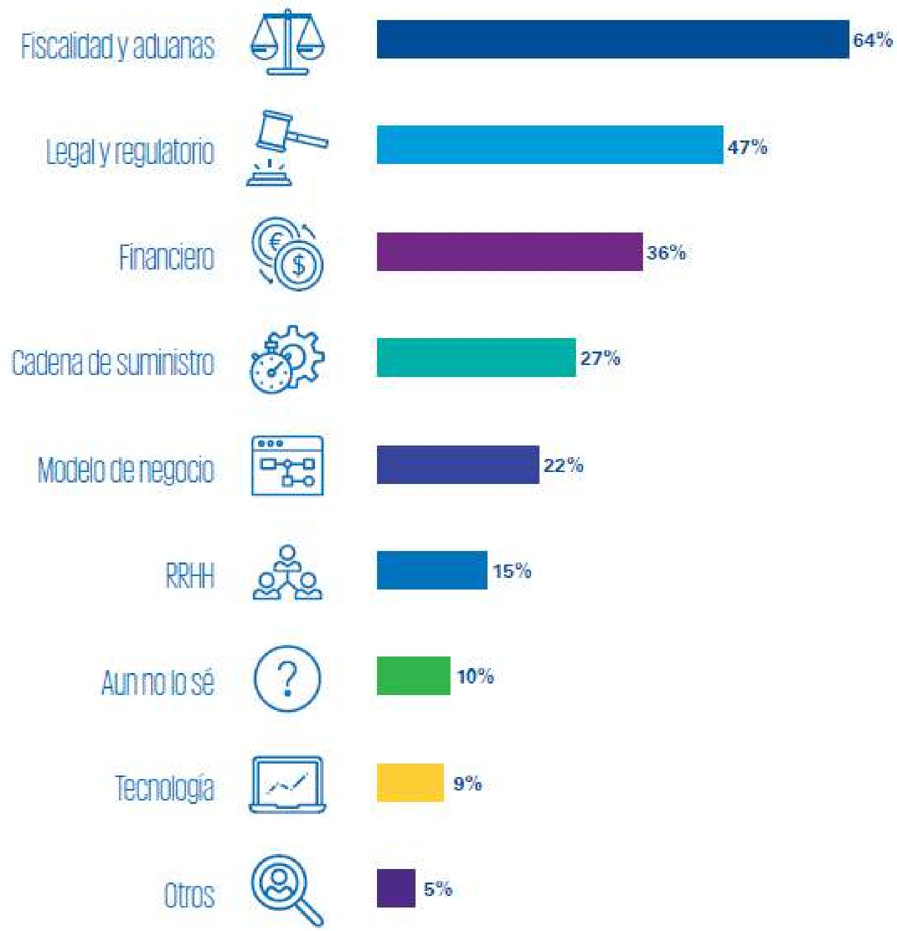
Contenido

- Informe **“La empresa española ante el Brexit”** (3ª Edición).
- Encuesta a más de **1.000 CEOs** y directivos de empresas españolas.
- Análisis de **14 sectores**.

¿Ha elaborado ya algún plan de contingencia frente al Brexit? (1)

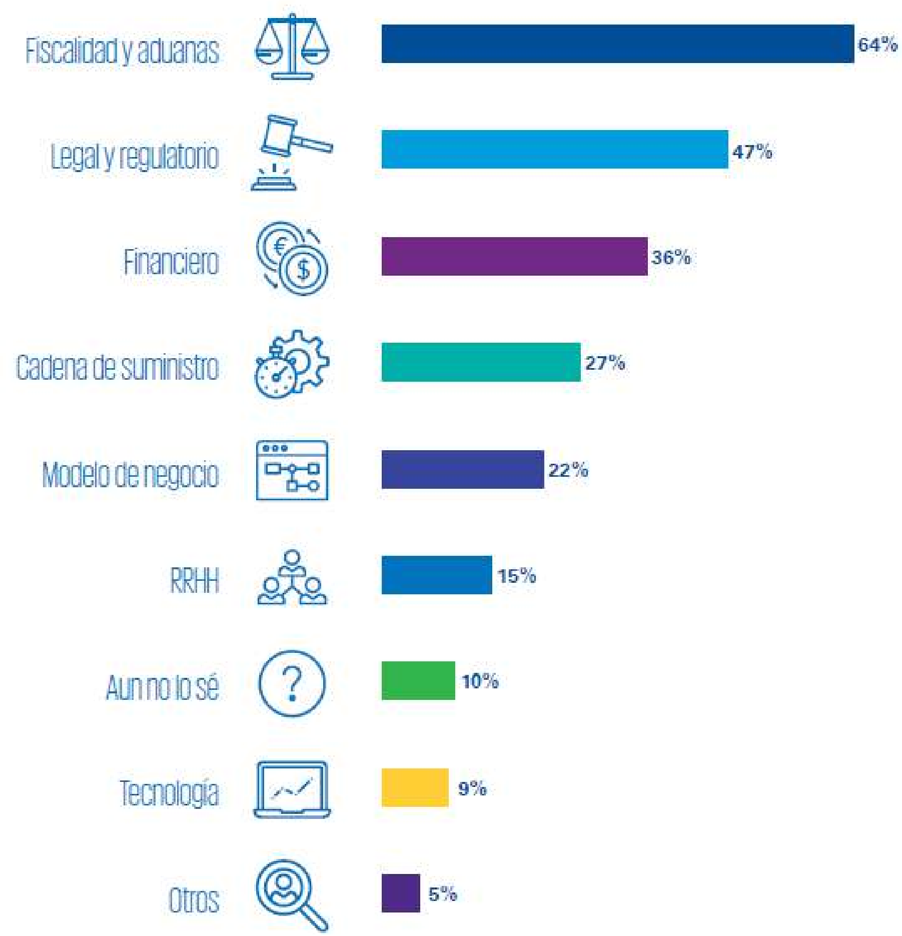
- El **91%** de las empresas afectadas considera **necesario elaborar un plan de contingencia** frente al Brexit.
- Un **45% ya lo ha elaborado** y un **46% piensa elaborarlo próximamente**.





¿Ha elaborado ya algún plan de contingencia frente al Brexit? (2)

- **Fiscalidad y aduanas (64%)** y **Legal y regulatorio (47%)** son las áreas en las que se centran estos planes.



Cómo prepararse

- **Navegador del Brexit de KPMG** es una herramienta diseñada para ayudar a las empresas a identificar los elementos críticos y los puntos de no retorno en las decisiones críticas, a lo largo del proceso negociador.
- Las empresas deberán decidir el **grado de disrupción** que pueden asumir y **cuánto invertir para cubrir los riesgos identificados**.

Cómo prepararse

1. ADUANAS

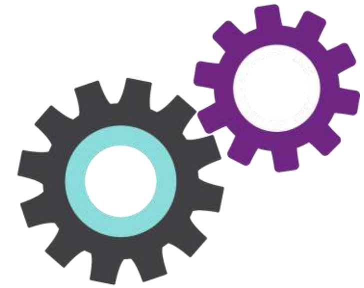
Riesgos potenciales

1. **Incremento de costes aduaneros** (costes arancelarios, adelanto del IVA, costes logísticos, costes administrativos).
2. Aumento de costes **paraduaneros** (inspecciones, registros y autorizaciones).
3. **Pérdida de beneficios aduaneros** por **origen preferencial UE.**
4. Falta de número **EORI válido** por todos componentes de la cadena de suministro.

Respuestas:

- **Cuantificación** del **impacto aduanero**.
- Diseño de **estrategia aduanera adecuada**, valorando acogimiento a **regímenes suspensivos de IVA y arancel** o la obtención de **estatuto OEA.**
- Análisis de **formalidades aduaneras** asociadas a import/export: origen preferencial, registros aduaneros y de IVA, garantías de deuda de importación, representantes aduaneros, incoterms, etc.
- Adaptación a los cambios requeridos en los **sistemas informáticos ERP**.
- Comprobación de **EORI válidos** disponibles.

Cómo prepararse



2. CADENA DE SUMINISTRO

Riesgos potenciales

1. Efectos del Brexit sobre **proveedores críticos** y sobre **operadores logísticos**.
2. **Retrasos** de suministros y de **entregas.**
3. Necesidad de mayor **almacenamiento**.
4. Aumento de **costes** (logísticos, etc).

Principales respuestas

- Análisis de **proveedores críticos** y de sus **planes de contingencia.** Valoración de **proveedores alternativos.**
- Análisis de **operadores de logística** y sus planes de contingencia. Valoración de alternativas.
- Análisis de **niveles de inventario y prevision necesidades.**
- Valoración de **capacidad actual de almacenamiento** y alternativas.
- Nivel de impacto en **costes y tiempos de entrega**.

Cómo prepararse

3. LEGAL Y REGULATORIO

Riesgos potenciales

1. **Inadecuada adaptación de los contratos con clients o proveedores** frente a posibles riesgos (arancelarios, tipo de cambio, logísticos, incoterms,etc) o **cambios de jurisdicción o de organismos reguladores**.
2. Falta de adecuación de contratos que incluyan **derechos de propiedad intelectual**
3. Posibles incumplimientos de **LGPD**.
4. **Cambios regulatorios sectoriales** que requieran de actuaciones específicas (registros, licencias, etc)

Respuestas:

- Revision / segmentación / renegociación de los **contratos con clientes y proveedores**.
- Gestión de **disputas y rescisiones de contratos**.
- **Clausulados** específicos Brexit.
- Tramitación de **registros o licencias** ante la posibilidad de no reconocimiento.
- Nombramiento de **representantes** en UE y UK.
- Protección de **propiedad intelectual** y “Decisiones de Adecuación” a la **transferencia de datos personales**.
- **Análisis de impactos sobre cuestiones normativas** (emisiones, estándares, etc.)

Cómo prepararse

4. RECURSOS HUMANOS

Riesgos potenciales

1. **Restricciones a la libertad de circulación** de empleados.
2. **Cambios en las condiciones laborales** de empleados, con impacto directo en los **costes de asignación (fiscales, Seguridad Social, etc)**.
3. Impacto sobre **posiciones clave** en la empresa.
4. Riesgos de **escasez de talento.**

Respuestas:

- **Identificación y cuantificación** de trabajadores afectados.
- Análisis de **impactos sobre condiciones laborales** y costes asociados.
- Planes de **comunicación, asesoramiento y apoyo** para empleados.
- **Renegociación** de contratos.
- Rediseño de **estrategias de selección, contratación y retención** de personal.

Cómo prepararse

5. FINANCIERO

Riesgos potenciales

1. **Aumentos de inversion en inventario** por mayores necesidades de aprovisionamiento.
2. **Caídas de ventas/ingresos** por ralentización económica, con impacto sobre el flujo de caja.
3. **Retrasos en los pagos** por tensiones de liquidez en los clientes.
4. Volatilidad del **tipo de cambio**.
5. Impactos del Brexit sobre las **entidades financieras británicas**.
6. Pérdidas de **financiación comunitaria** (EIB,….).
7. Posibles impactos sobre el **rating.**

Respuestas:

- Análisis de impactos relacionados con **mayores tensiones de tesorería** (retrasos en pagos, caídas de ingresos, etc).
- **Coberturas cambiarias adecuadas** frente a volatilidad de la libra.
- Revisión exhaustiva de los potenciales impactos sobre el coste y la **estructura de financiación**.
- Análisis de impacto en los contratos financieros y adaptación requerida.
- Mitigación de riesgo de disrupción sobre **servicios financieros contratados**.

Conclusiones

- **El Brexit ha añadido una importante complejidad al panorama político, económico y comercial internacional**, que se añade a otros retos como el cambio de gobierno en **EE.UU.**, "nueva normalidad" de **China**, cambios estructurales en el **mercado del petróleo**, etc.

- Aunque todavía quedan muchas incertidumbres, **los efectos sobre la economía británica ya se han puesto de manifiesto** (depreciación de la libra y menor crecimiento económico).

- Dada la **importancia de Reino Unido para España**, el **Brexit podría afectar significativamente a las empresas** en diferentes ámbitos**.**

Ante este reto, **la anticipación y la preparación son esenciales.**

Muchas gracias

Antonio Hernández García

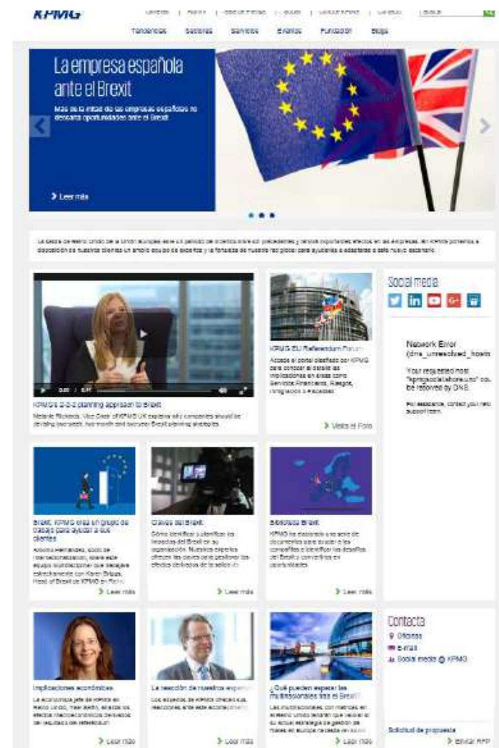
Socio responsible de Estrategia Energética e Internacional y Brexit en KPMG

ahernandezg@kpmg.es

CV Antonio Hernández García

Nombre	Antonio Hernández García
Cargo	Socio, Estrategia Energética e Internacional y Brexit, KPMG España
Formación	▪ **Técnico Comercial y Economista del Estado** desde 1991. ▪ **Doctor en Economía aplicada** por la Universidad de Alcalá de Henares de Madrid. ▪ **Licenciado en Ciencias Económicas y Empresariales** por la Universidad Complutense de Madrid ▪ **Máster en Liderazgo en la Gestión Pública** por la escuela de negocios IESE.
Experiencia	Antonio se incorporó a KPMG Madrid en noviembre de 2011. Desde 2009 hasta noviembre de 2011 ocupó el cargo de **Director General de Política Energética y Minas** en el Ministerio de Industria, Turismo y Comercio, fue **miembro del Consejo de Gobierno de la Agencia Internacional de la Energía** y representante de la Administración Española en diversos **Consejos Informales de Energía de la Unión Europea**. Su experiencia profesional (23 años al servicio de la Administración) incluye además los cargos de : ▪ **Director Ejecutivo de Información y Estrategia** de la sociedad estatal **Invest in Spain.** ▪ **Director para la UE** de la Asociación Mundial de Agencias de Promoción de Inversiones **(WAIPA).** ▪ **Subdirector General de Estudios del Sector Exterior y la Competitividad** en el Ministerio de Industria, Turismo y Comercio. ▪ **Consejero Económico y Comercial jefe** de la Oficina Comercial de la Embajada de España en Teherán , **Irán**. ▪ **Consejero Económico y Comercial jefe** de la Oficina Comercial de la Embajada de España en Sofía **Bulgaria**. ▪ **Subdirector General Adjunto de Deuda Pública** en la Dirección General del Tesoro y Política Financiera. ▪ **Subdirector General Adjunto de Legislación y Política Financiera** en la Dirección General del Tesoro y Política Financiera.
Publicaciones	▪ **Internacionalización y competitividad de la economía española-**Factores relevantes para la empresa. Editorial Pirámide, 2010.

[Site de KPMG en España sobre Brexit]



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EFECTOS DEL BREXIT EN EL COMERCIO: CONTROLES PARA-ADUANEROS

Jose Luis Kaiser
Director General de Política Comercial y Competitividad

Madrid 18 de julio de 2019

EFECTOS DEL BREXIT - COMERCIO DE MERCANCÍAS

REINO UNIDO › PAÍS TERCERO

- ✓ **RU tendrá su propia legislación –** No aplica el principio de reconocimiento mutuo. No recurso al TJUE
- ✓ **Fronteras:** Formalidades aduaneras y controles aduaneros y **controles no-aduaneros** en la UE y en RU
- ✓ **Aplicación de Aranceles:** propuesta arancelaria temporal de RU: arancel 0% en el 87% de los productos. Aranceles a: carne de cerdo, plátanos, pescado, grasas (no aceite de oliva), textiles…
- ✓ **Origen de las mercancías:**
  - ✓ Exportaciones UE: los insumos de RU no se considerarán “contenido de la UE”
  - ✓ Importaciones en la UE: los insumos de RU se considerarán “no originarios”
- ✓ **INCOTERMS:** Terminología IMPORTADOR – EXPORTADOR, **Ojo!** condiciones de entrega
- ✓ Cambios actual logística de **distribución y transporte**
- ✓ **Prohibiciones o restricciones: licencias o permisos para la exportación/importación de ciertas mercancías:**

Algunos productos químicos peligrosos Sustancias que afectan a la capa de ozono Precursores de drogas Organismos Genéticamente Modificados Bienes culturales Especímenes de especies protegidas	Diamantes en bruto Material de doble uso Armas de fuego y municiones Tecnología y equipos militares Determinados productos agrícolas

CONTROLES NO ADUANEROS - Sector agroalimentario

- √ **Controles no aduaneros en la UE:** Los operadores deberán tramitar sus solicitudes de inspección a cada uno de los servicios de inspección actuantes, a través de los diferentes sistemas informáticos existentes:
  - √ **Sanidad Exterior:** Sistema TRACES
  - √ **Sanidad Vegetal:** Sistema CEXVEG
  - √ **Sanidad Animal:** Sistema CEXGAN
  - √ **Calidad Comercial:** Servicio ESTACICE
  - √ **Verificación de embalaje de madera** (Norma ISPM15)
- √ **Controles no aduaneros en RU:**
  - √ Controles sanitarios: RU desarrollará un sistema análogo a TRACES
  - √ Controles fitosanitarios
  - √ Control de calidad comercial de frutas y hortalizas
  - √ Verificación de embalaje de madera (Norma ISPM15): sistema PEACH

IMPORTANTE: Inicialmente, y hasta nueva decisión por parte de Reino Unido:

- Los envíos de frutas y hortalizas (excepto frutos de cítricos con pedúnculo y hojas, material de plantación y reproducción y maderas) desde la UE no necesitarán, certificación fitosanitaria: https://www.gov.uk/guidance/importing-and-exporting-plants-and-plant-products-if-theres-no-withdrawal-deal
- Los envíos desde la UE de alimentos de origen animal y piensos no requerirán control, salvo excepciones: https://www.gov.uk/government/publications/eu-import-of-animals-and-products-food-feed-notify-authorities

CONTROLES NO ADUANEROS - CALIDAD COMERCIAL

BASE LEGAL: Orden PRE/3026/2003 por la que se dictan normas de inspección y control para las **Direcciones Territoriales y Provinciales de Comercio.**

Productos objeto de control (exportación e importación): frutas y hortalizas, hierbas, aceite de oliva, pescados y crustáceos, carne de ave, huevos frescos, conservas de pescado

PROCEDIMIENTO:

1) Solicitud anticipada telemática de inspección de calidad: ESTACICE
2) Realización del control sobre la base de una **evaluación del riesgo**

CONTROLES NO ADUANEROS - SEGURIDAD INDUSTRIAL

BASE LEGAL: RD 330/2008 por el que se adoptan medidas de control a la importación de determinados productos respecto a las normas aplicables en materia de seguridad de los productos.

Productos objeto de control (Importación): Calzado, textil, juguetes, pequeño material eléctrico, equipos de protección individual, maderas y muebles

PROCEDIMIENTO:

1) Solicitud anticipada telemática de inspección de calidad: ESTACICE -VUA
   - Presentación de documentación técnica de forma anticipada: DOCUCICE
2) Realización del control sobre la base de una **evaluación del riesgo**

TIPO DE CONTROL

SIN CONTROL
DOCUMENTAL
FÍSICO
FÍSICO CON TOMA DE MUESTRA

LUGAR DE CONTROL

RECINTO ADUANERO
INSTALACIONES DEL OPERADOR

RESULTADO

CONFORME
NO CONFORME

CONTROLES NO ADUANEROS - CONTROL DE SEGURIDAD

ASPECTOS IMPORTANTES A TENER EN CUENTA EN PRODUCTOS CON MARCADO CE:

Juguetes, Maquinaria, Material de construcción, Equipos de protección individual, Equipamiento marítimo… → Evaluación de conformidad / Marcado CE

- ✓ **La evaluación de conformidad** realizada por organismos notificados de RU deja de ser válida. Los productos deberán ser marcados de nuevo con los 4 dígitos de un **organismo de evaluación de la UE 27.**
- ✓ **Verificar organismos notificados en el sitio web NANDO**
- ✓ **RU aceptará por un tiempo la evaluación de conformidad realizada por organismos notificados de la UE27 Verificar organismos notificados en el sitio web NANDO**
- ✓ Informes de ensayos emitidos por laboratorios acreditados por UKAS, entidad de acreditación en RU, mantendrá su reconocimiento internacional en el ámbito privado
- ✓ RU desarrollará un marcado equivalente al marcado CE

GRACIAS POR SU ATENCION

Agencia Tributaria BREXIT GOBIERNO DE ESPAÑA MINISTERIO DE HACIENDA

PREPARATIVOS PARA EL BREXIT
18 Julio 2019

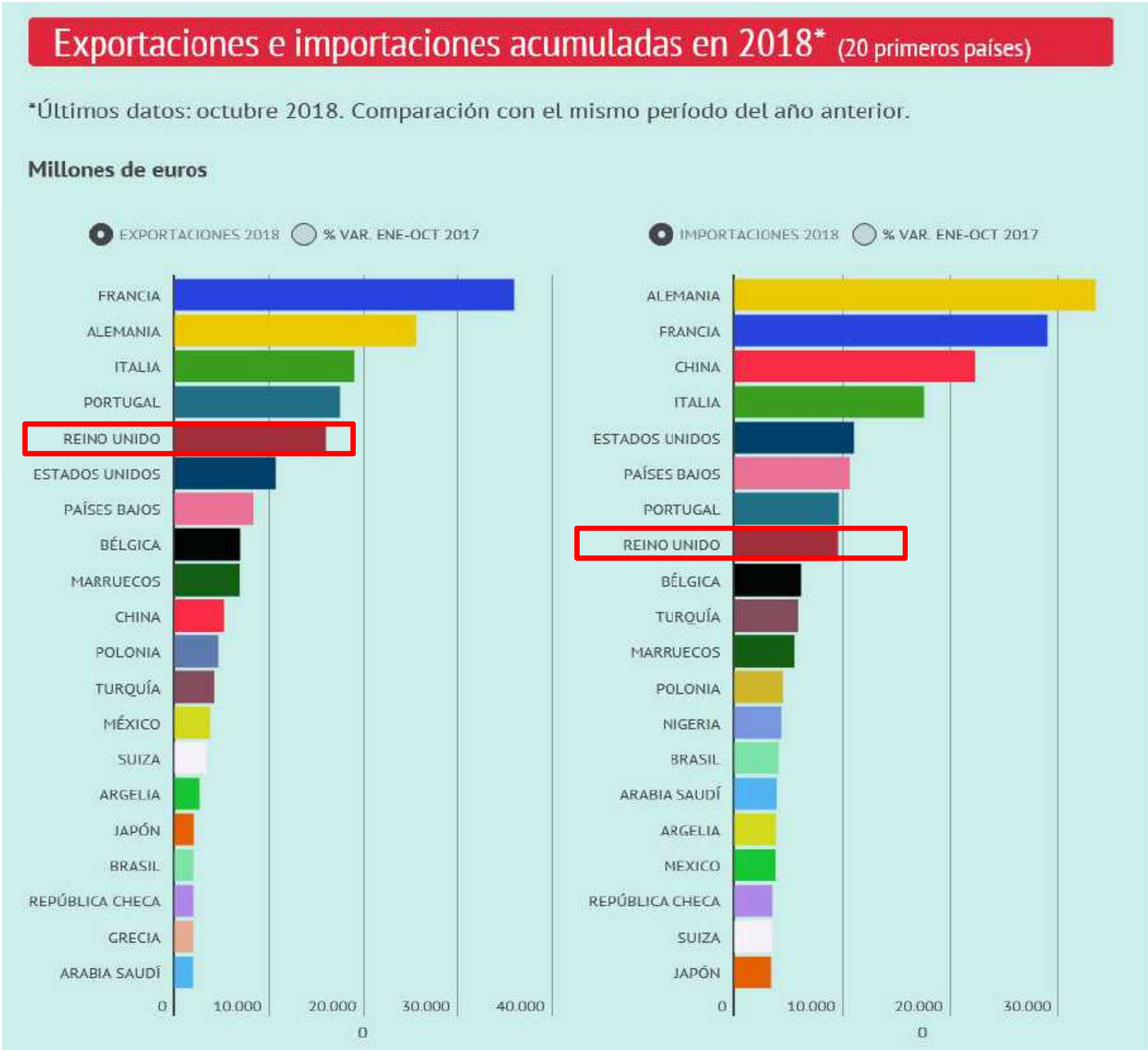
IMPACTO DEL BREXIT EN EL ÁMBITO ADUANERO

Departamento de Aduanas e Impuestos Especiales-Pilar Jurado

Agencia Tributaria

CONTEXTO

2017: RU **tercer mercado** para las exportaciones españolas de bienes y servicios (tras FR y DE)*



* Fuente: ICEX

Relaciones económicas con España (2018)

Comercio bilateral España-Reino Unido

Capítulos arancelarios de la Nomenclatura Combinada de la UE (miles de euros, 2018)

	Valor	% variación 18/17
Exportaciones españolas (FOB)	**18.977.730**	**1,3**
87. Vehículos automóviles, tractores	4.842.938	-3,7
84. Máquinas y aparatos mecánicos	1.317.378	-5,2
08. Frutas y frutos sin conservar	1.036.193	2,8
85. Aparatos y material eléctrico	997.619	10,6
07. Legumbres y hortalizas sin conservar	907.935	1,6
88. Aeronaves, vehículos espaciales	645.628	-38,1
30. Productos farmacéuticos	608.615	28,4
27. Combustibles, aceites minerales	551.827	77,8
72. Fundición hierro y acero	512.509	22,7
62. Prendas de vestir, excepto las de punto	477.581	2,4
Restantes exportaciones	7.079.506	4,0

	Valor	% variación 18/17
Importaciones españolas (CIF)	**11.449.190**	**0,6**
87. Vehículos automóviles, tractores	1.902.514	-3,8
84. Máquinas y aparatos mecánicos	1.419.081	16,7
30. Productos farmacéuticos	899.325	12,7
27. Combustibles, aceites minerales	777.154	-31,9
85. Aparatos y material eléctricos	714.947	0,6
72. Fundición, hierro y acero	533.308	10,6
90. Aparatos ópticos, de medida, médicos	412.522	3,2
39. Materias plásticas y sus manufacturas	339.822	-4,8
71. Piedras y metales preciosos, joyería	339.757	-14,3
88. Aeronaves, vehículos espaciales	319.942	11,7
Restantes importaciones	3.790.818	4,9

Tasa de cobertura comercial española:	165,8%
Saldo comercial: (miles de euros)	7.528.539
Variación (18/17)	2,3%

Inversiones directas netas (millones de euros)	2016	2017
De Reino Unido en España	1.124	3.544*
De España en Reino Unido	8.476	15.304**

Entre España y Reino Unido existe un Convenio para evitar la Doble Imposición y su Protocolo en vigor desde el 12 de junio de 2014. No existe Acuerdo para la Promoción y Protección Recíproca de Inversiones.

(*): De enero a septiembre de 2018, 637 millones. (**): De enero a septiembre de 2018, 1.556 millones.

Fuentes: Bases de datos ICEX (www.icex.es); Secretaría de Estado de Comercio (www.mincotur.gob.es); Ministerio de Hacienda (www.hacienda.gob.es).

DEAL

PERÍODO TRANSITORIO

Normativa y TJUE	Aplicación dinámica derecho UE Jurisprudencia TJUE
Negociaciones internacionales	RU puede negociar y firmar acuerdos, pero que NO entren en vigor hasta el fin del período transitorio
Instituciones europeas	RU no participará en las instituciones europeas
Aduanas	Prueba estatuto aduanero Declaraciones previas entrada y salida Ultimación regímenes especiales y DT Cooperación administrativa y asistencia mutua Protocolo Irlanda del Norte

Agencia Tributaria

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NO DEAL - PREPAREDNESS

European Commission | English EN | Search

Home › Brexit › Brexit preparedness › Preparedness notices

Preparedness notices

Notas de preparación y Seminarios
Plan de contingencia - Medidas legislativas: UE y Estados miembros

DESCONEXIÓN IT	
Sistemas horizontales	**CCN, UUM&DS…**
Aduanas	**ICS, ECS, NCTS** **EORI, CD, AEO, TARIC, QUOTA…**
IIEE	**EMCS**
IVA	**MOSS, VIES**

Guidance note on Customs matters in case of no deal

- Brexit Transit business scenarios
- Brexit Export business scenarios

Guidance note on Excise for ongoing movements of goods in case of no deal

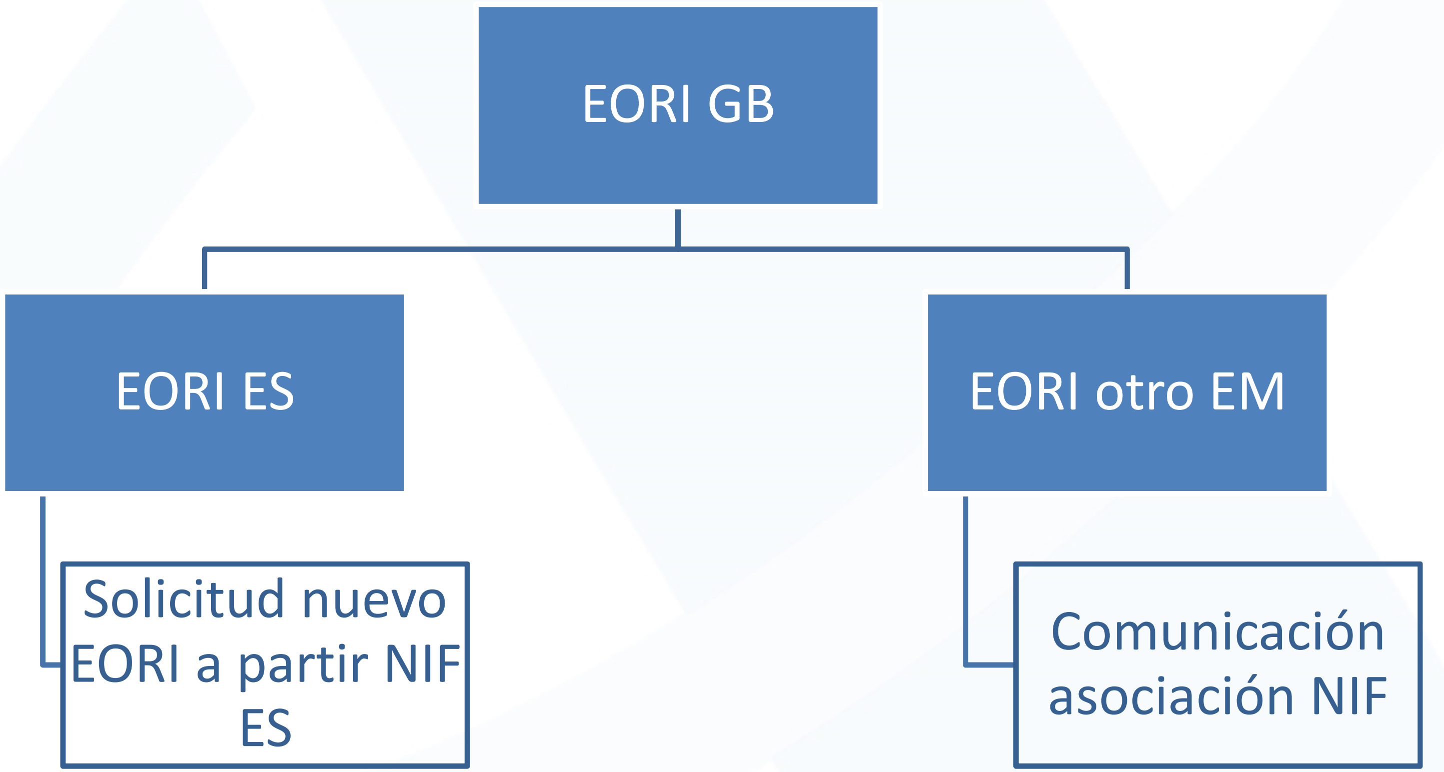
Guidance note on VAT administrative cooperation and recovery assistance in case of no deal

Guidelines of the VAT committee in case of no deal

NO DEAL - PREPAREDNESS

IDENTIFICACIÓN DE OPERADORES EN ESPAÑA

- **EORI**
- **NIF***



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SOLICITUD EORI - ASOCIACIÓN

GOBIERNO DE ESPAÑA Agencia Tributaria Sede Electrónica Todos los trámites on line

Sede Electrónica - Agencia Tributaria: Inicio › Todos los trámites › Aduanas › Autorizaciones (revocaciones y suspensiones) y Censos › Registros y censos: Solicitud de alta del número de registro e identif

Procedimiento

Registros y censos: Solicitud de alta del número de registro e identificación de operadores económicos (EORI) o de asociación EORI-NIF.

Trámites

Gestión EORI

- Alta de EORI español
- Modificación de datos de EORI español
- Solicitud de EORI español con un NIF de persona o entidad extranjera.
- Solicitud de asociación de un EORI extranjero a un NIF existente

Consultas

- Consultar estado de la solicitud de EORI español
- Consulta EORI español
- Consulta de la existencia de un número EORI español
- Consultar estado de la solicitud de asociación de EORI extranjero

Otras fases del procedimiento

- Contestar requerimientos, efectuar alegaciones y/o aportar documentos o justificantes
- Presentar solicitud o comunicación

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DECLARACIÓN PREVIA ENTRADA/SALIDA

(PRE)DECLARACIONES ELECTRÓNICAS:
- SOFTWARE PROPIO
- REPRESENTANTE ADUANERO

ARANCEL: PAGO PREVIO O GARANTÍA

ELEMENTOS DEUDA
- **CLASIFICACIÓN ARANCELARIA**: IAV, LICENCIAS/AUTORIZ**.**
- **VALOR (REVISAR INCOTERMS)**
- **ORIGEN:** productos RU

IVA: PAGO PREVIO, APLAZADO (GARANTÍA) O IVA DIFERIDO

MERCANCÍAS DE RETORNO

REGÍMENES ESPECIALES

NO DEAL - PREPAREDNESS

PROCEDIMIENTOS SIMPLIFICADOS DE DECLARACIÓN

GARANTÍA GLOBAL

AUTORIZACIÓN ADT

SIMPLIFICACIONES DE TRÁNSITO

REGÍMENES ESPECIALES: DEPÓSITO ADUANERO, RPA Y RPP, IT, DF

https://www.agenciatributaria.es/AEAT.internet/Inicio/La_Agencia_Tributaria/Campanas/BREXIT/BREXIT.shtml

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BREXIT

Gracias por su atención